

*Vernon Yacht Club*

# *Tiller Topics*

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Vernon, BC V1H 1H1**

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Fun in the sun till half September.

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Posing for the editor's camera: Sandy, colleague and family, about to go out for a day-sail on Shadowfax.

Do you have ideas for Tiller Topics, do you have an opinion you would like published? Tiller Topics gratefully accepts your submissions. Please drop them off at the club or e-mail them to [tiller@vernonyachtclub.com](mailto:tiller@vernonyachtclub.com)

# VYC - 2010—2011 Executive

7919 Okanagan Landing Road, Vernon, BC V1H 1H1

Name:	Position:	Home:	Work:	Cell:
Tim Amy	Commodore	542-6322	833-2444	833-2444
Mike Thomas	Vice Commodore	545-8501	545-8501	549-0320
Lawrence Johnson	Rear Commodore		260-8003	
.....	Staff Captain	0	0	0
Bob Montguire	Fleet Captain	545-8851		308-7879
Gary Pearson	Treasurer	979-0359	717-5700	859-5800
Terri McLennan	Secretary	549-5056	549-2558	307-7140
Jim Caldwell	Past Commodore	260-5846		540-5846
Dean Myrfield (house & grounds)	Director 1 Year	558-3636	549-5251	308-6904
Dave Atkins (By-laws)	Director 1 Year	542-2668		550-0186
Dan Irvine (Docks)	Director 1 Year	549-0119	549-4161	549-0119
Allen Dubeski (dir. at large)	Director 2 Year	549-4531	545-9188	558-8478
Jerry Spelchan (membership)	Director 2 Year	545-4564		549-0051
Craig Williams (Publicity)	Director 2 Year	503-8993	558-1111	503-8993

Vernon Yacht Club **phone** number 545-5518  
 Vernon Yacht Club **fax** number 545-0388  
*Please leave a message if no one is there to answer your call.  
 All phone messages are followed up.*

Vernon Yacht Club - **Email Address:** office@vernonyachtclub.com  
 Vernon Yacht Club - **Website:** www.vernonyachtclub.com

**Office hours:** Monday and Thursday from 8:30 am until 2:30 pm.  
**Office Manager:** Marnie Williamson

**Bar Manager:** Rick Reichelt [phone 558-5598 (home) 309-2311 (cell)]

**Important Notice to All Members:** If you access the clubhouse with your key card and are confronted with **the alarm going off while you are inside**, please follow this procedure: Re-swipe your card at either entrance. Then call the security company and identify yourself and have them cancel the alarm. The phone number is posted at both entrances. If you fail to do this, the club can be billed up to \$150.00. Your cooperation is greatly appreciated.

\* **Submissions for Tiller Topics** can be sent via e-mail to:  
 tiller@vernonyachtclub.com

\*\***Deadline for submissions:** the second week of each month.

### Tiller Topics' Team to date:

Hanny Kooyman - Layout & Design  
 Rebecca Phillips - Proof Reading  
 Cees Kooyman - Mailing  
 Terry Rudersdorfer - Website  
 Allen Dubeski - Advertisement

### Regular Contributors:

Dave Atkins - Messing about in Boats  
 Carol Craske - Valley Girls; Racing  
 Lisa Gallie - Fitness/kayak  
 Ron Heuman - Security Team  
 Dave Simpson - Sailing Fleet; Sailing Lessons  
 Dan Irvine - On the Water Front  
 Kerry Richardson - Correspondent  
 Patricia - Newcomer's Point of View  
 Rudersdorfer  
 Doug Stewart - CPS News

**Executive members** and many occasional writers and photographers.



# Commodore's Report

Tim Amy



## Opportunities

pop up unexpectedly. Some are once in a life time events and need to be seriously considered for their long term costs/benefits. The VYC started as two lots in the 1950's and over the years several adjoining lots have been purchased to

achieve the current boundaries of VYC land property. The last purchase was the lot which is now the western side of the property, purchased during the 1980's. There was much debate at the time, and some of you no doubt remember the details. Could the membership afford the mortgage payments; as a then small club of local residents why was more land needed.

Unexpectedly, the owner of a waterfront lot immediately adjacent to VYC has expressed interest in selling the lot to VYC. It is 50' wide with frontage onto Lakeshore and preliminary inquiries suggest it is affordable. Your Executive will carefully investigate this opportunity and provide members with information. A decision to proceed to purchase would require a General meeting and vote by members.

My own thoughts are: In years to come, expanding the VYC moorage further north out into the lake will encounter engineering difficulties in the deeper water and be exposed to more heavy wind and wave pressure. There is likely to be growing public resistance to pushing the moorage structure further out into the public boating area. Expanding the moorage to the east will likely be limited by development of Paddle Wheel Park as a public use area. Expanding the moorage to the west would entail moving the existing concrete breakwater 60' west and adding at least one dock (60 slips) between it and existing A dock. Acquiring the adjacent lot to the west would open possibilities for relocating a new club house 10-15 years hence. There are limits to growth, at what point does VYC reach an optimum moorage and membership size. Will demographics of an aging

population, increased cost of living and reduced expendable income limit membership and VYC income in foreseeable future. If purchased but later found to be unneeded the lot could be sold. And no doubt you have some ideas on this opportunity!

In the mean time the VYC annual Pig Roast was again a sold out mouth watering success, a cast of many turning the spit to perfection. The Pig Roast has been a VYC tradition since 1991. It is this sort of members' driven, everyone pitching in, informal socializing which energizes VYC as a community. Reminiscent of branding time in the Alberta foothills, (without the prairie oysters) prairie grain thrashing parties, or a large backyard barbeque, neighbors coming together cooperatively.

Throughout the week your food and bar manager Rick Reichelt along with his team are putting on some very excellent and well attended eating experiences. Let them know your thoughts. Your Executive made a decision early this year that VYC would not pursue becoming a full service restaurant. Food complements socializing and recreational boating but we are not in the restaurant business. VYC is a members driven cooperative interested in the 'common good'. VYC is NOT a top down corporation, interested in maximizing profit for a few.

Is it true that stick boaters are more athletic, more fit, more competitive, more organized, and generally more active than stink boaters? The Clubs sailing members bring many organized sailing events, regattas, to the VYC. It's past time for power boaters to organize interclub boating events such as poker runs or timed navigation activities.

The 2011 boating season is winding down for many of you, though some will sail all winter. Please remember to put the VYC Annual General Meeting on your calendar for the evening of Monday November 28<sup>th</sup>. The 2011 budget will be reviewed and the 2012 budget presented. Rob Ladan has kindly agreed to chair the nomination committee to present members standing for the 2012 Executive.

Enjoy the Fall weather, often a most peaceful and colourful time for boating on the Okanagan.

*Tim*

# Vice Commodore's Report

## Mike Thomas



**Hello everyone!**

As you read this, we will have already enjoyed the **Commodore's Dinner and Dance/ End of Season Party** and I sincerely hope everyone who at-

tended had a great time. Our Commodore wanted to make this event fairly informal and fun in order to get away from some of the formality normally associated with these occasions. It is always difficult to please everyone but your executive has done a great job so far.

For those of you who couldn't make this particular event, please be sure to get your tickets early for our next celebration which is the Halloween Party. We sold out very quickly last year and we don't want you to be disappointed.

Our annual Pig Roast was the best we ever had and this brings me to mentioning how important our volunteers are to the success of our events and our Club. I can't mention everyone's names in this article, however, those of you who helped out should know that your invested time and effort was greatly appreciated and contributed immeasurably to the success

of this and all our events. Honorable mention must go to Chuck Ogrady and Gerald Gustafson because they showed up at 6 AM to get the pig on the barbeque. After that we had some of our friends from the Kelowna Club as well as many of our members keeping their watchful eyes on the progress of the roasting process. Some of our paid employees even volunteered their time during the day. Other volunteers helped with decorating the Club and cleaning up the tables after dinner was over. Our success was guaranteed! We will do a better job in future of making more of our members aware of how they can contribute their time and expertise to future events.

Finally, Hanny, you are truly a wonder and we all appreciate everything you and your team do to make **Tiller Topics** the enjoyable and valuable publication we all look forward to reading.

Did you notice that I did not mention the weather?

See you in the next issue.

Best regards,

*Mike Thomas*

Good times around the harbor - Ron's daughter, son-in-law and grandchildren.



# Rear Commodore's Report

## Lawrence Johnson

---



**Another season** is coming to an end and I would like to thank all of the members who have helped with the numerous functions we have had this year. We will be holding the annual fall clean-up in

October and invite everyone to make an effort to come down and pitch in. We have not yet set a date for **the fall clean-up** but we should have a date soon.



Look forward to seeing you all there and again, thanks for your support.

*Lawrence*

# Fleet Captain's Report

## Bob Montguire

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**A reminder to all new members** who have not yet obtained moorage: Please make sure your name is on the wait list for moorage posted outside the downstairs office.

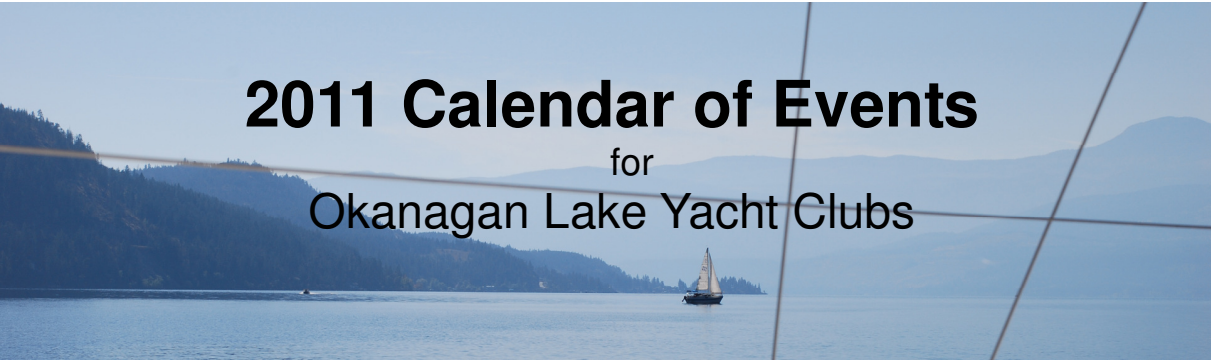
If you are storing your boat on the lot for the winter please be sure to obtain a winter storage form from the office. Do not store a boat without filling out this form as we must know who owns each boat parked on club property.

If any member has questions regarding the above don't hesitate to give me a call. (cell 308-7879)

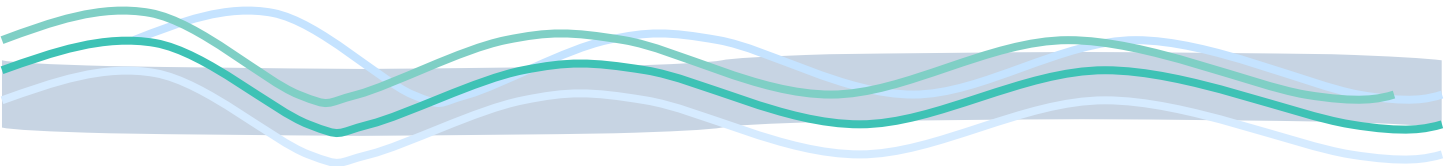
Thank you for your  
co-operation

*Bob*

If you currently have moorage but want a larger slip, then your name should also be on the wait list. Members wanting to move to another slip of the same size as they currently occupy must have their name on the move list, which is also posted outside the office.



DATE	YC	EVENT
<b>OCT</b>		
2	SYC	Sunday – “Steak & Rib Night” ends
15	SYC	Lift out
29	SYC	Halloween Party
29	VYC	<b>Halloween Party</b>
30	SYC	Sail Fleet “Race Night” ends
31	KYC	Halloween Party
<b>NOV</b>		
5	VYC	<b>Sailing Wind Up Party</b>
28	VYC	<b>AGM</b>
<b>DEC</b>		
31	VYC	<b>New Years Eve Party</b>
Year Round	VYC	<b>Friday Night Dinners</b>





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# Vernon Yacht Club Minutes Summary

By Teri McLennan, Secretary **September 19, 2011**

- After two great years as secretary on the executive, I unfortunately have to step down next year. If anyone is interested in becoming secretary please contact Rob Ladan.
- AGM this year is set for Nov 28<sup>th</sup> at 7pm.
- Crane day date is coming soon.
- Friday, Saturday dinners as well as Sunday brunch will continue throughout the winter.
- As a reminder to all members, there is **NO credit at the bar**. Bar tabs must be paid.
- (1) new full time member has joined.
- Please remember to put all **recycling in recycle bins**, and **all GARBAGE in the dumpster**. Please be responsible.
- Members are welcome to submit articles to Hanny for Tiller Topics. [tiller@vernonyachtclub.com](mailto:tiller@vernonyachtclub.com)
- Pig Roast was a huge success!
- Thanks goes out to the Kelowna visitors at the Pig Roast for cleaning up!
- Keep an eye out for tickets to the Halloween party.

Teri

Full executive meeting minutes are available in the office.

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# Power Boating on Okanagan Lake

We have always enjoyed power boating but not more so than on Okanagan Lake. How wonderful it is to jump into your boat, stocked and standing ready at VYC and make your way to Penticton while stopping all along the way to enjoy what Okanagan Lake has to offer.

We have some very simple inflatable kayaks that make it possible for us to easily make our way to shore while remaining dry. Our first stop is usually Fintry where we force our guests to climb the many many stairs to view the waterfalls from the top. Kelowna then becomes our next destination, where we usually grab lunch if we are feeling considerably lazy; if we are not feeling lazy then we might enjoy a meal on board and take the opportunity to have a dip while we are stopped. Peachland is next and is the most welcoming as far as I am concerned, to the boating public, as they have day parking right in front of Main Street for your boat. You can dock, secure your boat and enjoy the quaint sites of the little town as well

as the unique shops and excellent dining. From there we make our way to Penticton where we have been welcomed at the PYC with space to spend the night.

How lucky are we to have all of this at our doorstep? Our only concern with power boating has been the increase in boats on the lake, some with very little boating experience, and dare I say, very little “boating etiquette”. I suppose that some power boaters can’t understand that owning a power boat is a responsibility to take seriously, and is not a ticket to terrorize other boaters, sailboats, kayakers and even those who live on the lake who are trying to enjoy their day.

All in all, our powerboat sitting at the VYC makes it possible for us to go from work to holiday in 15 minutes, and for that I am always grateful.

*Candace Johnson*



Candace dusting off the spiderwebs. (Spiders love boats! But you already knew that.)



Loading the boat with supplies and what have you for another nice couple of days on the lake.



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# Messing About in Boats

by  
Dave Atkins

**Last** month I talked about courtesy between boaters, but this month I want to go a little deeper and deal with a few misconceptions about the rules which govern our conduct on the water. Over the years I have taught many classes for the Canadian Power and Sail Squadron, some of them were the courses for the regular boating programs but also many for the PCOC card since it was introduced 10 years ago. There are a few commonly held misconceptions about the “Rules of the Road” which seem to have grown up during the years. The “Rules of the Road” as we sometimes describe them are in fact based on International Treaties for “Prevention of Collisions at Sea” sometimes referred to as “The Collision Regulations”. These regulations have been developed over many years for the regulation of vessel traffic on all navigable waterways. Navigable waterways include all the worlds oceans and seas and also the rivers connecting to them which are “navigable” by commercial vessels. There are areas like the Great Lakes and other large inland lakes which are classified as “navigable waterways”

because there is or has been commercial traffic. Okanagan Lake is classified as a “navigable waterway” and thus subject to the conditions of the Collision regulations.

Pleasure boaters are for the most part governed by the same regulations as commercial shipping, but there has to be some “interpretation” of the rules as they apply to small recreation craft. Firstly the rules as set out for pleasure craft apply to all waters on which they operate, that is if you go onto Swan Lake, which is not a navigable waterway, the rules still apply for pleasure craft. Thus vessels on a collision course with each other apply the same rules as large ships for avoiding collision. Thus the rule “If to starboard red appear it is your duty to stay clear” That is if another vessel is approaching your vessel on the right hand side it is your duty to change course to avoid a collision. The other vessel has a duty to hold his course, so that he doesn’t cause confusion.

I have run into some misunderstanding of the terms “towing” and “fishing” Under the regulations towing applies to vessels towing barges and log booms' etc which are “restricted in their ability to maneuver”, it does not include towing a water skier!! Fishing applies to commercial fish boats that have large nets or

trolls in the water and are therefore “restricted in their ability to maneuver”. Having a couple of fishing lines over the stern does not qualify as fishing under the regulations. So use common sense and avoid confrontation with other vessels and don't expect them to give you privileges that you are not entitled to under the rules.

The definition of a vessel that is “underway” is sometimes misunderstood. It is not necessary to be moving to be “underway” according to the rules. A vessel is “underway” if it is floating free - not attached to a mooring, and not anchored, the rule doesn't say anything about being in motion. The rules for avoiding collisions applies to all vessels that are “underway”.

When you are driving a boat, whether it is power or sail, you have a responsibility to exercise caution, act responsibly and pay attention to the job of steering and controlling the boat above all else. If you want to go sight seeing or watching the water skiers, get someone else to run the boat.

*Dave*



# 2011 Okanagan Women's Keelboat Regatta

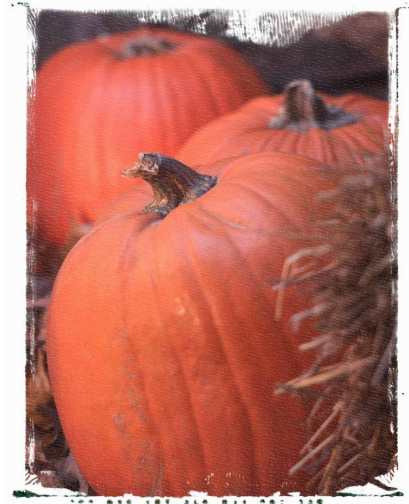
On the weekend of August 21st, the Valley Girls hosted the fourth annual OWKR. Over 60 women and 14 keelboats descended on the Vernon Yacht Club to celebrate sisterhood and enjoy a fantastic weekend of wind, fun and sun. Monica Braddick did an excellent job of chairing the regatta along with mc duties. Kimberly with her small army of women (Patti who collected the most, Jude, Colette, Susan, Gail, Barb, & many more) collected numerous door prizes that were handed out during the Saturday night dance. Ayesha's crew of Edie, Jen, Cathy and Del not only sailed their boat to first place in A Fleet but also prepared the Friday night appies, breakfast and lunches both Saturday and Sunday. All the women helped in one way or another: Sandi & Colette (registration table); Debbie & Cynthia (50/50 draw); Jane (Awards); Marie-Mai (water donations); there are just too many to name, my apologies if I have forgotten anyone. It was a real team effort!! Special thanks to Dave Simpson & crew (Dan, Wally and John H.) who ran an excellent committee boat; Bob Montguire (moorage);

Rick, Ina & staff ( bar & Saturday dinner); Dave Ellis (pictures) and MJ (for keeping the club clean) plus the numerous boat owners and spouses who have graciously lent us their boats, given us advice and support or helped with the regatta behind the scenes: Don Craske, Keith Sangster, Rob Ladan, Jim Dillabough, Graham Doyle, Peter Barnes. Full race results can be found on the club's webpage.

	<b>A Fleet</b>	<b>Santana Fleet</b>
<b>First</b>	Ayesha	Ion
<b>Second</b>	Airborne II	Phoenix
<b>Third</b>	Shadowfax	Contagious

### Other sailing news

We are coming to the end of our racing season. Although we no longer race Wednesday nights, you can see us out in the bay every Sunday afternoon until the end of October. There are two events to mark on your calendar. We will be holding our annual Pumpkin race on October 30th and our windup party is being held November 5th at the Yacht Club.



For the pumpkin race, approximately two dozen pumpkins are dropped into the lake ( yes, they do float) and the racing sailors must retrieve a pumpkin while racing from buoy to buoy. Before they return to the clubhouse, they must carve the pumpkin. The best carved pumpkin's skipper and crew is the winner of the race. Lots of fun and some great carving is done. Our windup party on Nov 5th starts at 6 pm with a cocktail hour to be followed with a potluck dinner which is ALWAYS delicious. After filling our tummies, we award the winners and roast the rest! So it is a highly entertaining evening. Hope to see you at the club.

Carol



Jay Johnson



Bruce Barnard  
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**From our Bar Manager  
Rick Reichelt**



**Hello to all**

of you from The Gang Plank. We have had a very busy September as the boating season winds down. The Pig Roast was a great success and I would like to thank all of you that helped out. Our friends from Kelowna had a great time and thanks to them also.

Our East Indian buffet also was well attended and I would like to thank Kal and Robert Sidhu along with Kam from Bean to Cup for supplying and cooking a great dinner; proceeds will go to the Captains Care Club.

Food service will continue on through October. The only change will be Saturday nights. We will be serving a set dinner on Saturdays rather than a buffet. We will list what the dinner will be each week. Sunday brunch will continue as usual; come down for breakfast and watch some football.

A couple of items that must be brought to your attention:

A) Deferred tabs cannot be left for more than a day. If you have a deferred tab we will be calling you the next day to clear it up. The club is not allowed to extend credit to any members. B) Seating for sold out events will be limited to a maximum of 8 people per table. We lose too much of our seating capacity when putting larger groups together at one table. Thank for your cooperation regarding these issues.

Our next big event is the Halloween Party. We'll have live music by Mace; Betty Labelle will be doing the decorating. Tickets will go on sale the beginning of October so get them early as this event should sell out quick.

Bar hours will be reduced slightly in October as follows:

**Tuesday till Thursday** 4pm-8pm  
**Friday** 4pm-11pm  
**Saturday** Noon-10pm

**Sunday** 10-am-6pm BRUNCH served from 10AM-1PM

Thanks to all of you for your patronage throughout the year from all of us at The Gang Plank. *Rick*

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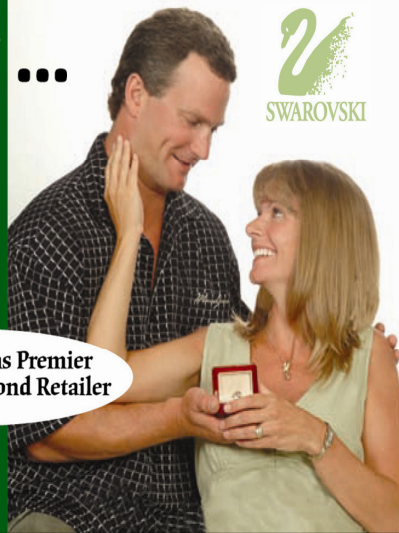
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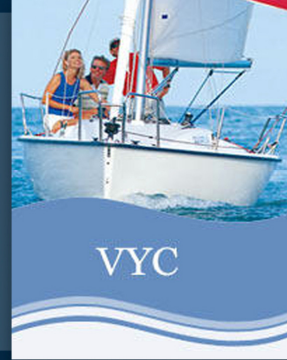
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## October: Autumn Colours Galore

**Now** that the Autumn Solstice has passed, we experience the magic of the fall colors reflecting in the quiet waters surrounding our marine basin. Many lovely boating afternoons await us. Hockey once again has taken flight on frozen waters, CFL football is entering its final run for the playoffs and Baseball World Series dominates the sports channels. A sports lovers dream to be sure. Do take time to enjoy some special moments on the water, it is truly magical.

Which leads us to ongoing security at our Club. 2011 has been a good year in the prevention of untoward activity. We have only one weekend of reported incidents.

We do hope that members report anything unusual to the Office or Executive. The VYC Security Team, comprising of 36 Club members have been diligent providing off hours vigilance throughout the boating season March through October.

As of the end of August we have completed 203 shifts accounting for 609 hours of coverage. Add another 60 shifts for September and October and our totals will be 263 shifts for 789 hours coverage. And, we are under budget, Not bad for members volunteering their time to protect everyone's property at the Club. Added to the Team's active security is the increased vigilance

by members when they are at the Club. This cooperative effort is going a long way to keeping the VYC unattractive to would be intruders.

However, we must remain diligent and vigilant... soon boats will appear 'on the hard' for winter storage which presents a new attraction to undesirable characters. Be aware, be on guard..... and look out for the "ghosts and goblins" at month's end.



Ron

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## Ship's Bells

The origin of the ship's bell dates back to the time of Columbus. Time was kept using the sandglass clock, and was the essential device for marking time at sea. The sea day was divided into four-hour shifts or watches. Using the sandglass clock, the helmsman would signal the passing of each half hour increment, with the striking of the chime or bell, starting with one "bell" at the end of the first half hour, two "bells" at the end of the second half hour, and so on until reaching "eight bells", which signaled the end of the four-hour watch.

### The watch periods were:

Middle Watch	Midnight to 4:00 am
Morning Watch	4:00 am to 8:00 am
Forenoon Watch	8:00 am to noon
Afternoon Watch	Noon to 4:00 pm
First Dog Watch	4:00 pm to 6:00 pm
Second Dog Watch	6:00 pm to 8:00 pm
First Watch	8:00 pm to midnight

### The Ship's Bell Code

12:00	4:00	8:00	=	8 Bells
12:30	4:30	8:30	=	1 Bell
1:00	5:00	9:00	=	2 Bells
1:30	5:30	9:30	=	3 Bells
2:00	6:00	10:00	=	4 Bells
2:30	6:30	10:30	=	5 Bells
3:00	7:00	11:00	=	6 Bells
3:30	7:30	11:30	=	7 Bells
4:00	8:00	12:00	=	8 Bells

On some ships, at the end of the First Dog Watch, only four bells were struck. Then the bells of the Second Dog Watch were struck like this: 6:30 pm, one bell; 7:00 pm, two bells; 7:30 pm, three bells; 8:00 pm, eight bells.

The reason behind the existence of the Dog Watches is that in order for the crew to rotate through all the watches it was necessary to split one of the watches in half, to create an odd number of watches in a ship's day. This allowed the sailors to stand different watches instead of one team being forced to stand the mid-watch every night. The choice of time also allows both watches, if there are only two, to eat an evening meal at about the traditional time.

The tradition of the sandglass clock continued for hundreds of years until the development of the mechanical clock sometime during the 19<sup>th</sup> Century.



- submitted by Doug Stewart

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# Vernon Power & Sail Squadron - our 50th Anniversary !

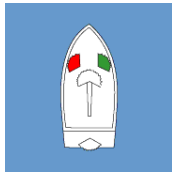
## CPS News



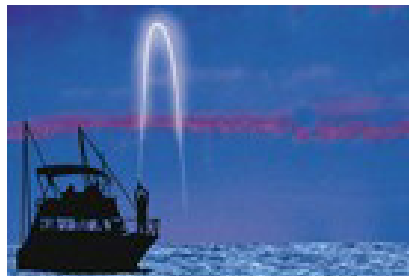
October, 2011

### Didja' know ...

Use only the proper navigation lights when underway at night. Those 'headlights' are for finding your mooring or for an emergency situation, ONLY !



### Flare Demonstration Evening



The Vernon Squadron of CPS is pleased to invite Yacht Club members to a Marine Flare demonstration evening on Thursday, October 13, 2011 starting at 7:30 pm at the Yacht Club.

The evening will commence with the CPS Flare Demo video and follow-up discussion in the Club's boardroom (lower level). Then we'll pro-

ceed out on the docks for a live demonstration, using white training flares. You might even get a chance to fire a flare yourself ... we do have a limited number of practice flares.

After the live demonstration, the Squadron will provide complimentary 'appies' up in the Club's lounge. Normal bar hours apply.

C'mon out and join us. But wear warm clothing ... it could be cool on the docks!

### Coming Events:

- Flare Demo Nite - Oct. 13
- VHF Radio Course - November 1 and 5, 2011. Register on-line now!
- The Boating Course - **Cancelled** for this session

### Your Lifejacket ...



**It only works if you wear it !**

### CPS Course Lineup

#### The Maritime Radio Course

The course leads to the VHF Marine Radio operators certification, the ROC(M), which is legally required to operate a VHF Radio on the water. The course will be presented Tuesday evening, November 1, 2011 from 7:00 pm - 9:00 pm. Also Saturday, November 5, 2011 from 9:00 am until 5:00 pm. Register on-line, or call Doug at 250-549-5117.



**For more information, and to pre-register for courses, please call Simo**

### See Us on the Web!

Want to find out more about the Power Squadron and its courses? Check us out on our web-sites: [Vernon Power & Sail Squadron](http://www.vernonpowerandsail.com) [www.cpsvernon.ca](http://www.cpsvernon.ca)



## Director of Membership Jerry Spelchan

**It's been a hectic** summer this year as membership director and I apologize for not reporting regularly. On the upside, a total of

39 new members and 13 associate members have been approved as of September 19, 2011.

The following is a list of new members and the meetings they were approved at:

April 18/11

6 New members:

Lorraine Reichelt and Horst Kilbrei - Vernon  
Dan Anderson and Lori Pickett - Coldstream  
Ken MacLeod and Lynn Lavstrad - Vernon  
Robert Dyck and Freida Koenig - S.A.  
Al and Donna Hale - Lumby  
Gerry Smith and Marilyn Quibell - Vernon

2 Associate member:

Tony and Ive Harnett - Vernon  
Glenn Kitagawa - Vernon

May 09/11

4 New members:

Wade Davis and Renee Cool - Vernon  
Gary and Selma Hack - Vernon  
George Farcher and Kathie Saunderson - Vernon  
Scott Moffat - Vernon

3 Associate members:

Scott Green and Bette Van Driel - Vernon  
Al and Val Gilder - Vernon  
Dave and Georgina Lehr - Vernon

June 20/11

10 New members:

Tom Van Gelder and Denise Hamilton - Vernon  
John McNamara and Kim Randell - Vernon  
David and Linda Hara - Sicamous  
Tami and Jim Schwerman - Winfield  
Gregg and Joanne Beatty - Vernon  
Jason and Kathy Barnett - Vernon  
Eric Lemay and Caroline O'Neil - Vernon  
Clark Omand - Vernon

Brian Weir and Karie Grant - Vernon  
Chris and Cherly Goodrich - Vernon

6 Associate members:

Chris Ewings and Linnea Beauregard - Monte Lake  
Lee and Michell Bussey - Vernon  
Gordon and Iona Meyer - Vernon  
Robert and Kal Sidhu - Vernon  
Ramesh and Lynda Sharma - Vernon  
Jerry and Cheryl Gautreau - Vernon

July 11/11

3 New members:

Mark Novak and Anna-Marie Miller - Vernon  
Roy and Jo-Ann Rasmussen - Vernon  
Brent Loshney and Many Chernoff - Vernon

August 22/11

7 New members:

Todd and Karen Dew - Coldstream  
Mark and Darlene Loland - Coldstream  
Chris and Tatyana Penalva - Vernon  
Rick and Paula Chemko - Vernon  
Douglas and Francis Warren - Coldstream  
Michael Brooks and Heeson Domay - Vernon  
Dan and Allison Viskari - Vernon

1 Associate member:

Rick and Debbie Englot - Medicine Hat

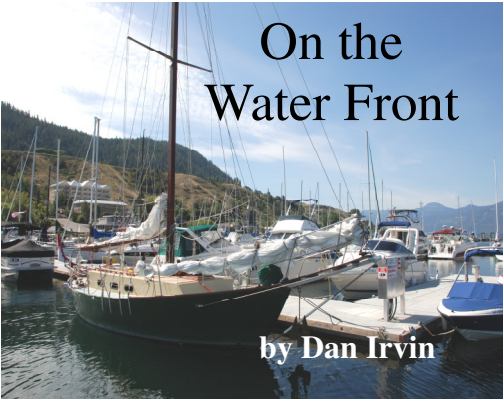
Sept 19/11

1 New member:

Ryan and Kimberly Furmanck - Vernon

Please join me in welcoming all of these new members aboard and look forward to seeing you at the AGM in November.

*Jerry Spelchan*



# Winter Power

## Writing this segment

on the first day of fall seems appropriate although recent temperatures make winter power concerns seem like a long way off. However, installation of the final three kilowatt hour meters is being completed this month, and the first billing period of the winter power season starts in October, so it may help to recap and update what has happened on this front. More over-wintering boats of larger sizes were driving up the cost of power consumption to the point where it was necessary to either raise everyone's cost unfairly or apportion it based on consumption. VYC embarked on a program to apportion winter power billing on the docks last year and the program has been successful on two fronts. With the range of power use varying between a few dollars a month and hundreds of dollars a month, charging for use individually was the only realistic option. Overall VYC power bills dropped significantly as individual members became aware of, and

started paying for, the amount of power they were consuming. The accompanying benefit of realizing significant conservation gains naturally follows.

The choice of heater is the most significant factor in how much you will pay. If you are using a heater that does not have a frost setting or a low enough temperature setting then you will pay too much to keep your boat from freezing. The common little ceramic cube heaters are probably one of the worst choices. While they may be efficient as a small space auxiliary heater they do not have a low enough setting. They typically will "kick in" at about 15 degrees even on the lowest setting so they run 24/7 trying to keep your boat that warm even when the temperature is well above freezing. Check your heater specs to find out what the limits are. If you are considering a new heater this year consider this one. I have been using two of these heaters for two years now and they work well for keeping the boat frost free without keeping it too warm. They are available from local suppliers such

as Fisher's Hardware and are currently on sale at

[www.stevestonmarine.com](http://www.stevestonmarine.com) (Part # 9206CA-BBX) See pic below.



### Heater with frost setting.

All of the metered slips are on D or E docks so any members who want to over-winter with power are advised to contact the VYC Fleet Captain. Our winter power program relies on knowing what members requirements are so we may place them accordingly.

Dan 

Summerland Yacht Club, Kelowna Yacht Club ,  
Vernon Yacht Club

## 2011 Okanagan Lake End to End Race



Sailed:2, Discards:0, To count:2, Ratings:PHRF, Scoring system: Average Speed over Distance corrected for PHRF rating

Overall Results: Saturday, Sept 17th to Sunday Sept 18th, 2011  
Summerland to Kelowna to Cameron Point on Okanagan Lake, B.C.

### Overall Summerland to Cameron Point = Fleet A Date:Sept 17-18, 2011 Start Time: 8:35 Distance:39.74 nm

Rank	Fleet	Boat	PHRF	Average speed over distance corrected for PHRF rating
1	Fleet A	Fitzcarraldo	110	4.055 nm/hr
2	Fleet A	Saint Vitus Dance	146	4.028 nm/hr
3	Fleet A	Minimus	111	4.024 nm/hr
4	Fleet A	Predator	119	4.005 nm/hr
5	Fleet A	Balderdash	101	3.953 nm/hr
6	Fleet A	Animal Manor	135	3.800 nm/hr
7	Fleet A	Nereyada	143	3.642 nm/hr
9	Fleet A	Tadpole	138	2.894 nm/hr

### Overall Summerland to Cameron Point = Fleet B Date:Sept 17-18, 2011 Start Time: 8:30 Distance:39.74 nm

Rank	Fleet	Boat	PHRF	Average speed over distance corrected for PHRF rating
1	Fleet B	Blowing in the Wind	179	4.059 nm/hr
2	Fleet B	Wildfire	211	3.946 nm/hr
3	Fleet B	Hopscotch	165	3.837 nm/hr
4	Fleet B	Feng Shui	156	3.557 nm/hr
5	Fleet B	Fyfe II	237	2.672 nm/hr
6	Fleet B	Destiny	240	2.166 nm/hr
7	Fleet B	Brioso	244	DNF

**Saturday: Summerland to Kelowna = Fleet A**  
**Date:Sept 17, 2011 Start Time: 8:35 Distance:21.40 nm**

Rank	Fleet	Boat	PHRF	Average speed over distance corrected for PHRF rating
1	Fleet A	Fitzcarraldo	110	5.260 nm/hr
2	Fleet A	Minimus	111	5.255 nm/hr
3	Fleet A	Nereyda	143	5.228 nm/hr
4	Fleet A	Predator	119	5.162 nm/hr
5	Fleet A	Balderdash	101	5.116 nm/hr
6	Fleet A	Woo Hoo	141	5.102 nm/hr
7	Fleet A	Saint Vitus Dance	146	5.089 nm/hr
8	Fleet A	Animal Manor	135	4.718 nm/hr
9	Fleet A	Tadpole	138	4.264 nm/hr

**Saturday: Summerland to Kelowna = Fleet B**  
**Date:Sept 17, 2011 Start Time: 8:30 Distance:21.40 nm**

Rank	Fleet	Boat	PHRF	Average speed over distance corrected for PHRF rating
1	Fleet B	Wild Fire	211	5.635 nm/hr
2	Fleet B	Blowing in the Wind	179	5.383 nm/hr
3	Fleet B	Hopscotch	165	5.337 nm/hr
4	Fleet B	Skebangu	218	5.336 nm/hr
5	Fleet B	Afternoon Delight	198	5.166 nm/hr
6	Fleet B	Feng Shui	156	5.100 nm/hr
7	Fleet B	Olivie	174	4.030 nm/hr
8	Fleet B	Brioso	244	3.772 nm/hr
9	Fleet B	Fyfe II	237	3.661 nm/hr
10	Fleet B	Destiny	240	3.358 nm/hr

Unfortunately there wasn't enough room to post the results of the End to End Race in its entirety. Please look at the following web-site. The results are posted at this address <http://okanaganracing.ca/wp-content/uploads/11EndtoEndRace.htm>. Thanks Al and Mary-Ann for the info.





# October 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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						1 Lounge Hrs 12:00—22:00
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2 Lounge Hrs 10:00—18:00 <b>Sunday Brunch</b> 10AM- 13:00 PM	3	4 Lounge Hrs 16:00—20:00	5 Lounge Hrs 16:00—20:00	6 Lounge Hrs 16:00—20:00	7 Lounge Hrs 16:00—23:00 <b>Friday Night Dinner</b>	8 Lounge Hrs 12:00—22:00
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9 Lounge Hrs 10:00—18:00 <b>Sunday Brunch</b> 10AM - 13:00PM	10	11 Lounge Hrs 16:00—20:00	12 Lounge Hrs 16:00—20:00	13 Lounge Hrs 16:00—20:00	14 Lounge Hrs 16:00—23:00 <b>Friday Night Dinner</b>	15 Lounge Hrs 12:00—22:00
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16 Lounge Hrs 10:00—18:00 <b>Sunday Brunch</b> 10 AM- 13:00PM	17  <b>VYC Executive Meeting</b>	18 Lounge Hrs 16:00—20:00	19 Lounge Hrs 16:00—20:00	20 Lounge Hrs 16:00—20:00	21 Lounge Hrs 16:00—23:00 <b>Friday Night Dinner</b>	22 Lounge Hrs 12:00—22:00
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23 Lounge Hrs 10:00—18:00 <b>Sunday Brunch</b> 10 AM - 13:00PM	24	25 Lounge Hrs 16:00—20:00	26 Lounge Hrs 16:00—20:00	27 Lounge Hrs 16:00—20:00	28 Lounge Hrs 16:00—23:00 <b>Friday Night Dinner</b>	29 Lounge Hrs 12:00—22:00 <b>Halloween Party</b>
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30 Lounge Hrs 10:00—18:00 <b>Sunday Brunch</b> 10 AM- 13:00PM <b>Pumpkin Race</b>	31
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**November 4th - Sailing Wind-Up Party**

**November 28th - AGM**

